

CLASSIFICATION CONFIDENTIAL/CONTROL - U.S.COUNTRY Czechoslovakia

REPORT

TOPIC Moravska Ostrava (Maehrisch Ostrau) Airfield

631456

EVALUATION

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PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED

14 May 1954

REFERENCES

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PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

1. The airfield south of Maehrisch Ostrau (Moravska Ostrava) (P 50/0 59) measured about 800 meters from north to south and about 2,000 meters from east to west. Flat fields and the Stalingrad Settlement (west of Kuncice) were located about 800 meters west of the airfield. Hillocks, about 50 meters high, were located on the level terrain about 1,000 meters northeast of the field. The installation apparently was a civilian and military airfield. Its surface was covered with short grass. Air activity was observed even in rainy weather. No concrete runway or taxiways were available. A specially marked runway strip extended from west to east. There were three concrete hangars, each about 80 x 35 meters, including 2 on the northern edge of the field and 1 on the southern edge. An additional concrete building, about 50 x 25 x 15 meters, apparently housing workshops, was located between the two northern hangars. On the western edge of the field were some buildings which allegedly housed the flight control station and offices of the civil aviation agency. About 500 meters west of these buildings, approximately in the extension of the runway strip, there was an open field with a small building assigned to the airfield. Soldiers were observed moving regularly between this building and the airfield.
2. Night landing installations and lighting facilities were located in the extension of the runway strip on the western side of the field. Four or five searchlights were located side by side at the field. Additional searchlights were strung out toward the west to almost as far as the Stalingrad Settlement. The last searchlights were fitted on poles about as high as telephone poles. At nightfall, the row of searchlights, the edge of the field, and the church tower of Hrabuvka were illuminated. The airfield was not fenced in, but it was declared off limits by warning plates. No AA unit or searchlight unit was identified in the vicinity of the field. 1
3. The aircraft stationed at the field were parked in the open and in the hangars. Every day, there was air activity by twin-engine commercial aircraft with Czech nationality markings which usually took off toward the southwest and also returned from that direction. Commercial aircraft with other nationality markings were not observed. In favorable weather, up to 5 or 6 gliders were seen being towed by single-engine aircraft. Glider training was usually practiced around noon and on Sundays. The towing aircraft were monoplanes with an in-line engine, retractable

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landing gear, single-seat cabin, single tail unit, and wings whose leading and trailing edges tapered at the same angle. These aircraft apparently also conducted practice flights at the field; they flew in formations of twos or threes and had Czech nationality marking and a Soviet star on the side of the fuselage. Besides commercial flights, other night flights were apparently not made. No four-engine aircraft were observed taking off or landing at the field. Individual jet aircraft which did not take-off or land at the field were seen flying over the installation. 2

4. On the "Day of the Soviet Air Force" in the summer of 1953, parachuting was practiced individually and by groups over the airfield. The jumps by the groups were made from 3 or 4 twin-engine transports, similar in appearance to commercial aircraft, which flew aft of one another at a distance of several hundred meters and at altitudes of 600 to 800 meters. Sixteen to 18 men jumped from each aircraft, apparently descending through several doors, as 3 or 4 men were seen leaping simultaneously. Shortly after the leaps, the parachutes opened. Each parachute had a pilot chute attached to it and both were a grayish white color. The individual jumps were made from the same twin-engine aircraft flying but at higher altitudes. The individual parachutists made delayed jumps. On the "Day of the Soviet Air Force", air activity was also demonstrated by low-wing aircraft with retractable landing gears, two in-line engines which projected considerably beyond the leading edges of the wings, double rudder assemblies and very slim fuselages. These aircraft were not stationed at the field on other days. About 10 such aircraft were observed flying in three flights over the field. 3

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1. [REDACTED] Comment. [REDACTED] an airfield is located about 1 km west of Hrabovka, about 2 km north of Alt-Bielea. The reported details generally agree with available information. The small building about 500 meters west of the airfield is probably assigned to a DF station or to some other type "navigation" aid.

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2. [REDACTED] Comment. The airfield is used by civilian aircraft and presumably for pre-military training. [REDACTED]

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3. [REDACTED] Comment. The aircraft observed possibly were Pe-2s.

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